almost 10 per cent of the population of the country, with some concentration in the urban areas, are being supplied with LPG. This denotes a phenomenal expansion in the last few years. We have a programme for increased indigenous production of LPG through refineries and fractionators as well as imports. Through this programme we want to eliminate the waiting list of 7 million and satisfy the maximum number of consumers.

As I have already said, the waiting list will be eliminated by 1994-95 and more and more people, as they come into the demand stream later on, will be satisfied depending on pace of implementation of the programme.

MR. CHAIRMAN : Question No. 203.

श्रीमती सुषमा स्वराज : एक सवाल महिला को भी पूछने दीजिए।

श्री संघ प्रिय गौतम : चूल्हे का सवाल है, महिलाओं से सीधा संबंध रखता है।

श्रीमती सुषमा स्वराज : एक सवाल महिला को भी पूछने दीजिए। इतना अन्याय कर रहे हैं आप महिलाओं के ऊपर। एक सवाल पूछने दीजिए।

श्री सभापति : इनको भी खाना बनाना पड़ता है, इनके साथ पत्नी नहीं है। इसलिए आपकी पार्टी के जो नेता बैठे हुए हैं न, उनको मैंने समय दे दिया।

SHRI S. JAIPAL REDDY : She is so powerful that she can defend men in additon to women.

Model Railway Stations

*203. SHRI VITHALRAO MADHAV RAO JADHAV :†
SHRI GHUFRAN AZAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had formulated a plan to start some model railway stations on different lines in the recent past;

(b) the number of stations converted as Model Stations so far;

(c) the details of such proposals on Meter-gauge lines; and

(d) what are the details of stations converted into model stations on the Kacheguda-Manmad M.G. line?

†The question was actually asked on the floor of the House by Shri Vithalrao Madhavrao Jadhav.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d) A statement is laid on the Table of the Sabha.

(a) Yes, Sir.

(b) 21.

(c) Details of Model Stations in Metre Gauge lines.

Statement

(Figures in lakh of Rs.)

I. Stations served by MG

Name of Station	Estimated Cost
1. Bikaner Jn.	132.17
2. Jodhpur Jn.	53.37
3. Kathgodam	107.00
4. Allahabad City	67.00
5. Lumding Jn.	97.90
6. Tinsukia Jn.	148.02
7. Madurai Jn.	30.53
8. Mysore Jn.	79.16
9. Jaipur Jn.	49.35
10. Junagadh Jn.	2.01
11. Ajmer Jn.	55.45
TOTAL:	821.96

II. Stations served by MG and BG

Name of Station	Estimated Cost
1. Akola	74.39
2. Bhiwani	54.33
3. Gorakhpur Jn.	402.00
4. Samastipur Jn.	95.00
5. Muzaffarpur Jn.	173.62
6. Katihar Jn.	144.12
7. New Bongaigaon	57.63
8. Guwahati	169.97
9. Tiruchirappalli Jn.	74.81
10. Coimbatore Jn.	135.04
11. Bangalore City	125.28
12. Tirupathi	178.87
13. Bellary Jn.	93.60
14. Vijayawada Jn.	164.95
15. Nanded	79.90
16. Ahmedabad Jn.	10.37
17. Indore Jn.	63.79
18. Bharatpur Jn.	45.68
19. Agra Fort Jn.	68.84
20. Rajkot Jn.	25.35
TOTAL :	2237.54

(d) On Kacheguda-Manmad M.G. line, Nanded is selected to be developed as a Model Station at a cost of Rs. 79.90 lakh.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, the scheme of model stations was declared by the former Railway Minister, Shri Madhav Rao Scindia. When I asked the question about the model station, Shri Madhav Rao Scindia declared that steps will be taken by the Railways to upgrade the services of model stations. About the number, he said that about 85 stations could be converted into model stations.

Now, Sir, in reply to part (b) of my question it is said that 21 stations in metre gauge lines have been selected for development as model stations, but the details given in part (c) relate to 31 model stations, and the total amount for their conversion into model stations whether it has been spent or is being spent, I do not know — Rs. 30.59 crores. The Indian Railways Year Book for 1990-91 in item No. 9 on page 47 says :

> "Railways have selected 67 stations to be developed as model stations. They will be provided with all amenities to serve as models to other stations in the vicinity with regard to passenger amenities. Modernisation work on 9 stations on different railways has since been completed, and work on other stations will be completed by the middle of the Eighth Five-Year Plan."

Sir, here it is given that 9 stations have been completed, in the Year Book of Railways. But in the reply it has been mentioned as 21. I want to know which is the correct figure.

MR. CHAIRMAN: This is the latest. He has given you the latest figure, as it is today.

SHRI VITHALRAO MADHAVRAO JADHAV: I am coming. This is very much concerned with that question, Sir. The expenditure is Rs. 42.21 crores ....

MR. CHAIRMAN: I can't give you so much time because other supplementaries are there and other questions are there, please.

SHRI VITHALRAO MADHAVRAO JADHAV: The money provided is Rs. 42.21 crores, but here the expenditure incurred is Rs. 30.59 crores. What is the exact figure?

Whether the number of model railway stations have been curtailed from 85 to 67 and the work has been done only in case of 31 stations, I want to know.

What are the amenities? What are the facilities? What is the criteria for selection for making them model stations, that have been laid down by the Government.

This is my first supplementary.

SHRI MALLIKARJUN: Sir, 21 model stations have been completed out of 67 stations which have been selected, the total cost for which has been earmarked as Rs. 78.65 crores.

Now the question is what are the amenities. Generally we will have certain things like waiting halls, benches, suitable arrangements for lighting, drinking water supply, latrines, platforms with well-maintained surface, proper booking arrangements, shady trees, apart from face-lifting of the stations and making arrangement for good circulation of air.

SHRI VITHALRAO MADHAVRAO JADHAV: Part (b) of my supplementary is, I want to know whether the Minister is considering construction of Yatri Nivas at the model stations because when the stations ...

MR. CHAIRMAN: Are you constructing them?

SHRI MALLIKARJUN: No, Sir.

MR. CHAIRMAN: Retiring rooms, he means.

SHRI MALLIKARJUN: No, Sir, retiring rooms are different. In the model stations we are providing some retiring rooms also. But construction of Yatri Nivas is ruled out. We are not going to take up construction of Yatri Nivas any more. Already whatever we have, we will be having.

SHRI VITHALRAO MADHAVRAO JADHAV: Computerisation and construction of Yatri Nivas in coordination with the Tourism Ministry, if they have taken up in some model stations like Aurangabad and Nanded which are the

biggest tourist centres of the country, I will be thankful to the Minister.

Part (b) of my supplementary is that on the Kachiguda-Manmad meter-gauge line, Nanded has been selected to be developed as a model station at a cost of Rs. 79.90 lakhs. I want to know how much money has been spent and when the work is being completed.

I want to know likewise that at the 100 metre ...*(Time bell rings)*

Sir, this is about Nanded. This is very much concerned.

MR. CHAIRMAN: Nanded is all right. Make it short.

SHRI VITHALRAO MADHAVRAO JADHAV: There is one proposal for construction of an underground bridge. So, is the Minister going to consider that also and upgrading the Nanded Railway Station as a model station?

SHRI MALLIKARJUN: Sir, Nanded has been selected for a model station. It is in an advanced stage, and as per the schedule it will be completed.

So far as the underground bridge is concerned, if the State Government sponsors it and takes the burden of sharing 50 per cent of the cost of that, Railways will certainly look into it.

श्री सत्य प्रकाश मालवीय : सभापति महोदय, इलाहाबाद के सिटी स्टेशन को आदर्श स्टेशन बनाने के लिये 67 लाख रुपये की लागत का अनुमान है। मैं यह जानना चाहता हूं कि वहां पर जो वेटिंग रूम है, उसमें मुश्किल से 10 लोगों के बैठने की जगह है और जो मीटर गेज की लाइनें हैं, इलाहाबाद सिटी स्टेशन पर ही समाप्त हो जाती है और यहीं सारी गाड़ियां जाती है। तो यहां जो वेटिंग रूम है, इनके बारे में आपके पास जानकारी ठीक नहीं थी कि उसमें केवल 10 व्यक्ति ही एक समय में बैठ सकते हैं, तो उसमें बढ़ाने की बात क्यों नहीं की?

Am I clear or I should explain it in English?

In Allahabad, there is a station known as Allahadbad City Station. It comes under the purview of the North-Eastern Railway. At this large station, there is only one waitng room which can accommodate only ten persons. So, my question is why this waiting station was not expanded.

SHRI MALLIKARJUN: There are seven thousand stations in the Indian Railways. Waiting rooms are provided according to the nature and the situation obtaining at various stations. However, we have selected 67 stations to make them model. This is under a different scheme.

SHRI SATYA PRAKASH MALAVIYA: My question is related to your proposal on model stations. How can a station be a model station where there is only one waiting room and it cannot accommodate more than ten persons at the railway station?

SHRI MALLIKARJUN: If you are talking of the 67 stations.

MR. CHAIRMAN: He is talking about the old model station at Allahabad?

SHRI MALLIKARJUN: You are talking of old model station of Allahabad.

SHRI SATYA PRAKASH MALAVIYA: I am talking of the Allahabad City Station.

MR. CHAIRMAN: It was converted into a model station at the time of Shri Lal Bahadur Shastri.

SHRI SATYA PRAKASH MALAVIYA: No Sir. The station which you are referring to is Allahabad Junction. I am talking about the Allahabad City Station.

SHRI MALLIKARJUN: This Allahabad City Station has also been taken in for remodelling. It is in the scheme.

श्री हरवेन्द्र सिंह हंसपाल : मंत्री महोदय, मैं यह जानना चाहूंगा कि क्या पंजाब में भी किसी स्टेशन को मॉडल स्टेशन बना रहे हैं? अगर बना रहे हैं तो उसमें अमृतसर शामिल है या नहीं? अमृतसर हिस्टोरिकली बहुत इम्पोर्टेंट शहर है।

श्री सभापति : वह जानते हैं। बताइए अमृतसर उसमें है या नही?

श्री हरवेन्द्र सिंह हंसपाल : अमृतसर को बना रहे हैं या नहीं?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): As it is, the selection of the station for remodelling in Punjab is Jallundhur. Of course, it is our endeavour to add on passenger amenities to as many stations as possible, but right now I would like to inform the House that with the new policy which the new Government has

taken up, like the liberalisation policy, we are concentrating more to invest money on productive purposes like expanding railway lines rather than spending money on unproductive purposes like going into the model stations. As and when our resource position improves, we will certainly go into more stations wherever possible. Depending on the traffic, we will try to provide more modern facilities to new stations.

श्री हरवेन्द्र सिंह हंसपाल : सर, अमृतसर स्टेशन को एज़ ए स्पेशल केस लेना चाहिए।

SHRI C. K. JAFFER SHARIEF: We have utmost respect for the city of Amritsar. It is a very historical and sacred place. The whole country has respect for it. Certainly we will keep in mind and see what can be done.

SHRI ARANGIL SREEDHARAN: The Minister has stated that by creating such model stations the conditions in the railways are not going to improve. By creating such small pockets of excellence in a vast network of inefficiency and corruption, the railways are not going to benefit by creating model stations.

My question is: (a) Whether there will be less corruption? What steps have been taken to eradicate corruption in model stations? (b) How many model stations are going to be established in Southern Railway? and (c) Whether there is going to be a model station on the railway line from Shoranur to Mangalore?

SHRI MALLIKARJUN: In the Southern Railway also a number of stations have been identified. In Andhra Pradesh — Hyderabad, Vijayawada, Tirupati and Nellore stations have been identified. In Tamil Nadu— Madras, Tiruchirapalli, Mudurai and Coimbatore stations have been identified. In Karnataka ...

MR. CHAIRMAN: What about Kerala?

SHRI MALLIKARJUN: In Kerala, we have identified Trivandrum. In Karnataka— Mysore, Bangalore City and Bellary have been identified.

SHRI ARANGIL SREEDHARAN: If you want notice to give me a reply in writting, I have no objection. That will satisfy me.

SHRI MALLIKARJUN: Sir, about coruption what have I to say? This question is regarding model railway stations. He is talking about eradication of corruption.

SHRI ARANGIL SREEDHARAN: Sir, my question is ...

MR. CHAIRMAN: Is there model corruption in model stations?

SHRI C. K. JAFFER SHARIEF: In a model station we expect the passengers not to corrupt the officials.

SHRI ARANGIL SREEDHARAN: Don't put the blame on the passengers. Railways are replete with corruption. There is rampant corruption in Railways. At every level there is corruption. Don't blame the passengers.

SHRI C. K. JAFFER SHARIEF: We will be happy if you kindly bring it to our notice so that we can eradicate corruption with your cooperation.

SHRI JOHN F. FERNANDES: The hon. Minister has mentioned in his statement that 21 model railway stations were sanctioned at a cost of Rs. 30.5 crores. Sir, the stations are not equitably distributed all over the country. May I know from the hon. Minister what criteria has been adopted by his Ministry to sanction model railway stations? May I also know whether there is any Advisory or Technical Committee to recommend these stations?

The second part of my question is, may I know whether they will give priority to a tourist State like Goa in selecting some station as model railway station where tourism international destination is there?

SHRI MALLIKARJUN: These model railway stations have been selected on the basis of the requirements, on the basis of traffic density and other factors. It is not selected on the basis of any technical or engineering point, though engineering aspect comes while it is under construction. The identification is done on the basis of the traffic, location and its future requirements.

So far as the State of Goa is concerned, at the moment, we have not taken any railway station in Goa for remodelling.

MR. CHAIRMAN: Q.No. 204.

श्री कैलाश नारायण सारंग : शास्त्री जी

इलाहाबाद से आते हैं, लेकिन हमारे भोपाल में उपराष्ट्रपति जी पैदा हुए। अभी जो स्टेशन है उसको मॉडल स्टेशन में शामिल किया जा रहा है या नहीं? भोपाल जो मध्य प्रदेश की राजधानी है उसके बारे में मैं पूछना चाहता था। ...

श्री सभापति : अब दूसरा सवाल आ गया है।

दसवें रेलवे जोन की स्थापना

*204. **कुमारी सईदा खातून**†:
श्रीमती वीणा वर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि क्या सरकार रेलवे का दसवां जोन स्थापित करने का विचार रखती है;

(ख) यदि हां, तो उसका ब्यौरा क्या है; और

(ग) क्या बिलासपुर, मध्य प्रदेश से इस बारे में कोई मांग आई है?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Railways Reforms Committee recommended the creation of four more zones but financial constraints preclude the possibility of going in for any new zone for the time being.

(b) Does not arise.

(c) Yes, Sir.

कुमारी सईदा खातून : माननीय सभापति महोदय, मंत्री महोदय द्वारा जो कहा गया है उसमें रेल सुधार के लिए उन्होंने चार जोनों के सृजन की स्थापना की सिफारिश की गई है, ऐसा उन्होंने बताया है। तो मैं जानना चाहती हूं कि वे चार जोन कौन-कौन से हैं जिनकी स्थापना की सिफारिश की गई है और क्या उनमें बिलासपुर जोन भी आता है? इन चार जोनों की स्थापना में प्रायोरिटी क्या रखी गई है और कितने किलोमीटर ऐवरेज दायरे में ये आते हैं?

SHRI MALLIKARJUN: Sir, the four recommended zones are the East-Central Railway at Jabalpur. Then, North-Western Railway at Ajmer. Then, North-Central Railway at Allahabad and South-Western Railway at Bangalore. These four zones have been recommended. However, Railways have not taken a decision yet because of the involvement of huge amount for the creation of a zone.

कुमारी सईदा खातून: सभापति महोदय, इन्होंने कहा है कि वित्तीय तंगी के कारण फिलहाल किसी भी जोन की स्थापना करना संभव नहीं है। तो यह कब तक संभव होगा उसकी मैं जानकारी चाहती हूं और बिलासपुर जोन जो 6 राज्यों को जोड़ता है, उत्तर प्रदेश, बिहार, महाराष्ट्र, उड़ीसा, वेस्ट बंगाल और मध्य प्रदेश, तो इसकी स्थापना करने के लिए आपको पूरी कोशिश करनी चाहिए क्योंकि यह बहुत ही महत्वपूर्ण जोन है। इसकी मॉनिटरिंग किस ढंग से की जाएगी, उसकी क्या व्यवस्था रखी गई है, इसमें कितने डिवीजन होंगे, यह जानकारी भी मंत्री जी देने की कृपा करेंगे?

SHRI MALLIKARJUN: Sir, when the resource position improves, the Railways will be able to think about these things. And while thinking about them, they can keep in view Bilaspur also.

श्रीमती वीणा वर्मा : यह बड़े दुर्भाग्य की बात है कि बिलासपुर मंडल काफी समय से उपेक्षित हो रहा है। यद्यपि देश में 58 मंडलों में यह सबसे अधिक आय देने वाला मंडल है और यहां से सिर्फ वैगन लोडिंग से 156 करोड़ रुपये प्रति दिन का मुनाफा होता है। इसमें लोहा, सीमेंट के बहुत से संयंत्र है। यहां से कोयला सारे देश को पहुंचता है और जो देश का राइस बाउल छत्तीसगढ़ का प्रमुख भाग है, बिलासपुर का अलग जोन बनाने से बहुत लाभदायक होगा। यहां पर नये जोन बनाने के लिए पर्याप्त सुविधाएं मौजूद हैं। अतः मैं मंत्री महोदय से जानना चाहती हूं कि क्या रेलवे सुधार समिति ने बिलासपुर को रेलवे का नया जोन बनाने की मांग पर विचार किया था? यदि हां, तो इसे किस आधार पर अस्वीकृत किया गया? इसका "बी" पार्ट यह है कि विशेषरूप से जब तत्कालीन रेल मंत्री श्री माधवराव सिंधिया जी ने मौटेतौर पर यह आश्वासन दिया था कि जब भी कोई नया जोन दिया जायेगा तो बिलासपुर को दिया जायेगा। अतः मंत्री महोदय से जानना चाहती हूं कि यह आश्वासन कब तक पूरा करेंगे?

SHRI MALLIKARJUN: Sir, this is what I have earlier informed. The Railway Reforms Committee has recommended to have the East-Central Railway Zone at Jabalpur. However, representations have come representing that the Zone should be established at Bilaspur. No final decision has yet been taken by the Railways because of the resource crunch. Whenever the position improves, we will think about it.

श्रीमती वीणा वर्मा : आश्वासन का क्या हुआ? मैं मंत्री महोदय से जानना चाहती हूं कि जो आश्वासन दिया गया था कि पहला जोन जब भी बनाया जायेगा वह बिलासपुर को दिया जायेगा। (**व्यवधान**) इन्होंने अभी कहा है कि चार जोन बनाये जा रहे हैं और उसमें जबलपुर भी शामिल है तो जो बिलासपुर के लिए

† सभा में यह प्रश्न कुमारी सईदा खातून द्वारा पूछा गया।